

Please add the following new claims:

17. (New) A combined spring-and-shock-absorber system for supporting at least one of wheel suspensions and axles on a vehicle body, comprising:

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an outer bell;
a rolling piston;
a hydraulic accumulator that is supported on at least one of a chassis side and a vehicle body side; and
a tubular roll bellows positioned between one of a wheel-bearing and wheel-controlling connection and a connection on a vehicle body side, the bellows being arranged between the outer bell and the rolling piston, the outer bell and the rolling piston each having at least partially varying diameters over a height of the respective component, the outer bell and the rolling piston each having walls that contact the bellows, ends of the tubular roll bellows being sealingly secured to the rolling piston at segments having different diameters, a lower mounting section of the bellows having a larger diameter than an upper mounting section of the bellows, the bellows having a bellows interior filled with a fluid and configured to communicate with the hydraulic accumulator.

18. (New) The combined spring-and-shock-absorber system of claim 17, wherein the tubular roll bellows is a differential roll bellows having at least two parts.

19. (New) The combined spring-and-shock-absorber system of claim 18, wherein ends of the at least two parts of the differential roll bellows face and connect to each other by a connecting sleeve.

20. (New) The combined spring-and-shock-absorber system of claim 19, wherein the connecting sleeve has a working line that passes through the outer bell.

21. (New) The combined spring-and-shock-absorber system of claim 17, wherein one of at least one restrictor and at least two throttle return valves is arranged in a fluid flow between the bellows interior and the hydraulic accumulator.

22. (New) The combined spring-and-shock-absorber system of claim 17, wherein the fluid is a water-alcohol solution.

23. (New) The combined spring-and-shock-absorber system of claim 17, wherein during travel operation of a vehicle, the bellows interior is connected to an external fluid supply via a supply line.

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24. (New) A combined spring-and-shock-absorber system for supporting one of wheel suspensions and axles on a vehicle body, comprising:

an outer bell;

a rolling piston;

an accumulator having a volume; and

a tubular roll bellows positioned between one of a wheel-bearing and wheel-controlling connection and a connection on the vehicle body side, the bellows being arranged between the outer bell and the rolling piston, the outer bell and the rolling piston each having at least partially varying diameters over a height of the respective component, the outer bell and the rolling piston each having walls that contact the bellows, ends of the bellows being sealingly secured on the rolling piston at segments having different diameters, a lower mounting section of the bellows having a larger diameter than an upper mounting section of the bellows, the bellows enclosing a bellows interior filled with a volume of gas, the bellows interior being controllably connected to the accumulator volume and to a pressure pump via tubular connectors located in the wall of the outer bell.

25. (New) The combined spring-and-shock-absorber system of claim 24, wherein:

the tubular roll bellows includes two roll-bellows halves constituting a differential roll bellows;

the rolling piston includes an upper segment and a lower segment constituting a differential rolling piston; and

the roll-bellows halves of the differential roll bellows and the upper and lower segments of the differential rolling piston are arranged so as to be opposite each other.

26. (New) The combined spring-and-shock-absorber system of claim 25, wherein the roll-bellows halves are configured to roll on interior surfaces of an upper and a lower segment of the outer bell and on exterior walls of the upper and lower segments of the rolling piston.

27. (New) The combined spring-and-shock-absorber system of claim 26, wherein the exterior walls of the rolling piston and the interior surfaces of the outer bell are arranged such that the two roll-bellows halves, configured to roll between the rolling piston and the outer bell, have effective radii that are different from each other.

28. (New) The combined spring-and-shock-absorber system of claim 24, wherein the upper segment of the rolling piston, assigned to a first roll-bellows half, has a different radius than the lower segment of the rolling piston, assigned to a second roll-bellows half.

29. (New) The combined spring-and-shock-absorber system of claim 24, wherein the two roll-bellows halves are secured to the rolling piston and the outer bell in a pressure-tight manner using at least one of clamping rings and a connecting sleeve.

30. (New) The combined spring-and-shock-absorber system of claim 24, wherein the rolling piston is configured in a hollow cylindrical fashion to receive a shock absorber, a first end of the shock absorber being mounted fixedly on a lower end of the rolling piston, and a second end of the shock absorber being secured fixedly on a covering plate located on the outer bell.

31. (New) The combined spring-and-shock-absorber system of claim 24, wherein the rolling piston is configured in a hollow cylindrical fashion and is part of an enclosed shock absorber as a shock-absorber tube.

Remarks

This Preliminary Amendment cancels, without prejudice, original claims 1-16 in the underlying PCT Application No. PCT/EP00/08233, and also cancels, without prejudice, substitute claims 3-9 and 14 - 15 in the annex to the International Preliminary Examination Report. The Preliminary Amendment also adds new claims 17-31. The new claims conform the claims to U.S. Patent and Trademark Office rules and do not add new matter to the application.

In accordance with 37 C.F.R. § 1.121(b)(3), the Substitute Specification (including the Abstract, but without the claims) contains no new matter. The amendments reflected in the Substitute Specification (including Abstract) are to conform the Specification and Abstract to U.S. Patent and Trademark Office rules or to correct